

Inspection Report with SI&A Data

Structure Description: 186.02 Foot - 3 Span Steel continuous Frame (except frame culverts)
2 District: 08 **3 County:** Pulaski **16 Latitude:** 36°53'25.00" **7 Longitude:** 84°32'24.00"
7 Facility Carried: SHELTON LN **Milepoint:** 0.310
6A Feature Intersected: NS (CNO&TP) SYSTEM
9 Location: .8 MI NW OF MCCREARY CL

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

NBI CONDITION RATINGS			
58 Deck:	6	61 Channel:	N
59 Superstructure:	6	62 Culvert:	N
60 Substructure:	5	Sufficiency Rating:	59.5

GEOMETRIC DATA		
48 Max Length Span:		76.115 ft
49 Structure Length:		186.024 ft
32 Approach Roadway:		15.092 ft
33 Median:		(0) No Median
34 Skew:		0°
35 Flare:		No Flare
50A Curb/Sidewalk Width L:		0.833 ft
50B Curb/Sidewalk Width R:		0.833 ft
47 Horiz. Clearance:		21.982 ft
51 Width Curb to Curb:		21.982 ft
52 Width Out to Out:		23.950 ft

DESIGN	
Substandard:	No
Fracture Critical:	No FC Details
43A Main Span Material:	(4) Steel Continuous
43B Main Span Design:	(07) Frame
45 Number of Spans Main:	3
44A Approach Span Material:	Not Applicable
44B Approach Span Design:	Not Applicable
46 Number of Approach Spans:	0
107 Deck Type:	(1) Concrete-Cast-in-Place
108A Wearing Surface:	(1) Monolithic Concrete
108B Membrane:	(0) None
108C Deck Protection:	(0) None
Overlay Y/N:	No
Overlay Type:	None
Overlay Thickness:	-1.000 in
Overlay Date:	-1

ADMINISTRATIVE		
27 Year Built:		1962
106 Year Reconstructed:		0
42A Type of Service On:		(1) Highway
42B Type of Service Under:		(2) Railroad
37 Historical Significance:		(5) Not Eligible
21 Maintenance Responsibility:		(02) County Hwy Agency
22 Owner:		(02) County Hwy Agency
101 Parallel Structure:		(N) No II Structure Exists

APPRAISAL		
36A Bridge Railings:		(0) Substandard
36B Transitions:		(0) Substandard
36C Approach Guardrail:		(0) Substandard
36D Approach Guardrail Ends:		(0) Substandard
71 Waterway Adequacy:		(N) Not Applicable
72 Approach Alignment:		(8) Equal Desirable Crit
113 Scour Critical:		(N) Not over Waterway
Recommended Scour Critical:		(9) On Dry Land

CLEARANCES		
10 Vert. Clearance:		99.999 ft
53 Min. Vert. Clearance Over:		99.999 ft
54A Vert. Under Reference:		(R) Railroad beneath struct.
54B Min. Vert. Underclearance:		328.051 ft
55A Lateral Under Reference:		(R) Railroad beneath struct.
55B Min. Lat. Underclearance R:		34.777 ft
56 Min. Lat. Underclearance L:		0.000 ft

LOAD RATINGS		
63 Operating Type:		(1) Load Factor (LF)
64 Operating Rating:		22.0 tons
65 Inventory Type:		(1) Load Factor (LF)
66 Inventory Rating:		15.0 tons
Truck Capacity Type I:		tons
Truck Capacity Type II:		tons
Truck Capacity Type III:		tons
Truck Capacity Type IV:		tons

POSTINGS		
41 Posting Status:		(A) Open, No Restriction
Signs Posted Cardinal:		No
Signs Posted Non-Cardinal:		No
Field Postings Gross:		-1 tons
Field Postings Type I:		-1 tons
Field Postings Type II:		-1 tons
Field Postings Type III:		-1 tons
Field Postings Type IV:		-1 tons

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12: Re Concrete Deck									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	4,455.29	4,232.53	95%	222.76	5%	0	0%	0	0%
<p>The concrete deck is rough with moderate transversal cracking and aggregate popouts throughout.</p>									

520: Conc Re Prot Sys									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	4,455.29	4,232.53	95%	222.76	5%	0	0%	0	0%

107: Steel Opn Girder/Beam									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	740	0	0%	740	100%	0	0%	0	0%
<p>Steel beams are rusty throughout and the paint system is flaking/failing.</p>									

515: Steel Protective Coating									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	0.3	0.3	100%	0	0%	0	0%	0	0%

202: Steel Column									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	4	0	0%	4	100%	0	0%	0	0%
<p>Steel bents are rusty and have heavy flake rust on the connection plates. Bent 3 has had rocks slide onto the bottom horizontal and diagonal bracing that have caused 1 ft. to 1.5 ft. deflection in the cross bracing.</p>									

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515: Steel Protective Coating									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	0.09	0.09	100%	0	0%	0	0%	0	0%

215: Re Conc Abutment									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	76	68	89%	8	11%	0	0%	0	0%
<p>The abutments have minor vertical cracking and are discolored due to leaking joints.</p>									

311: Moveable Bearing									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	16	8	50%	8	50%	0	0%	0	0%
<p>The rockers have been cleaned and painted since last inspection and appear to be in good condition.</p>									

515: Steel Protective Coating									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	0.09	0.09	100%	0	0%	0	0%	0	0%

330: Metal Bridge Railing									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	370	0	0%	370	100%	0	0%	0	0%
<p>Metal rail is substandard and rusted.</p>									

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515: Steel Protective Coating									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	0.3	0.3	100%	0	0%	0	0%	0	0%

803: Curb									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(LF)	370	0	0%	370	100%	0	0%	0	0%
<p>The curbs have cracking throughout with aggregate popouts.</p>									

857: Embankment Erosion									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	0	0%	1	100%
<p>There is embankment erosion around the bearing footers from surface drainage that has nearly covered the rockers @ A4. All legs in bent 3 are exposed and could be undermined if no action is taken.</p>									

859: Vegetation									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	1	100%	0	0%
<p>Trees and brush at end bents need cut and sprayed.</p>									

STRUCTURE NOTES

INSPECTION NOTES
<p>This inspection was performed with the hydra-platform to gain access to beams and bents of span 2. Myself (Evan Dick), Russell Hines, and Harry Greer were present. Access to Bent three was gained by rope. 9-29-2010.</p>

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WORK	
Action:	-